

REMARKS

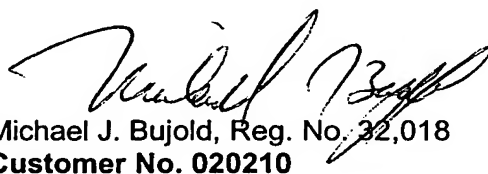
The drawings are amended, per the attached Submission, to overcome a few noted informalities contained therein. New Replacement Sheets of formal drawings, accompany this Submission, incorporate all of the requested drawing amendments. If any further amendment to the drawings is believed necessary, the Examiner is invited to contact the undersigned representative of the Applicant to discuss the same.

Accompanying this Preliminary Amendment, please find a Substitute Specification which overcomes the informalities noted in the original specification. The undersigned avers that the enclosed Substitute Specification only includes the changes which are indicated on the accompanying enclosed Marked-Up Specification and does not contain any new subject matter.

Newly entered claims 12-19 merely rewrite the subject matter of Chapter II amended claims 1-11 in a more traditional U.S. claim format. The entered amendments are not, in any way, directed at distinguishing the present invention from any known prior art. Please consider the newly entered claims upon consideration of this application.

In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,



Michael J. Bujold, Reg. No. 32,018

Customer No. 020210

Davis & Bujold, P.L.L.C.

112 Pleasant Street

Concord, NH 03301-2931

Telephone (603) 226-7490

Telefax (603) 226-7499

E-Mail: patent@davisandbujold.com

7/13/06

PATENT APPLICATION

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of : Gerhard BUCK, Wolfgang REBHOLZ,
Siegfried STÜTZLE, Michael RIEDHAMMER,
Hugo BURKHART, Michael HERLITZEK,
Jürgen LEGNER, Jochen SCHNEIDER,
Michael THIELMANN and Roland FISCHER

Serial no. :
For :
Docket : MULTISPEED MANUAL TRANSMISSION
ZAHFRI P869US

MAIL STOP PCT

The Commissioner for Patents
U.S. Patent & Trademark Office
P. O. Box 1450
Alexandria, VA 22313-1450

**SUBMISSION OF PROPOSED DRAWING AMENDMENTS
FOR APPROVAL BY EXAMINER (37 CFR 1.123)
AND NEW REPLACEMENT SHEETS OF DRAWINGS**

Dear Sir:

Attached hereto please find a copy of FIGS. 1 and 2 of the pending drawings with red ink markings showing the proposed changes to the drawings of this application for which the approval of the Examiner is requested. **Also enclosed is new Replacement Sheets of drawings (FIGS. 1-3) which incorporate all of the requested drawing amendments.**

In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,



Michael J. Bujold, Reg. No. 32,018

Customer No. 020210

Davis & Bujold, P.L.L.C.

112 Pleasant Street

Concord NH 03301-2931

Telephone 603-226-7490

Facsimile 603-226-7499

E-mail: patent@davisandbujold.com

1 / 3

GEAR NUMBERS

Radnummern

I	II	III
	105	112
103	110	203
115	116	
102	202	
104	111	204
	106	113
	107	117
		108

FIG. 1A

I II III

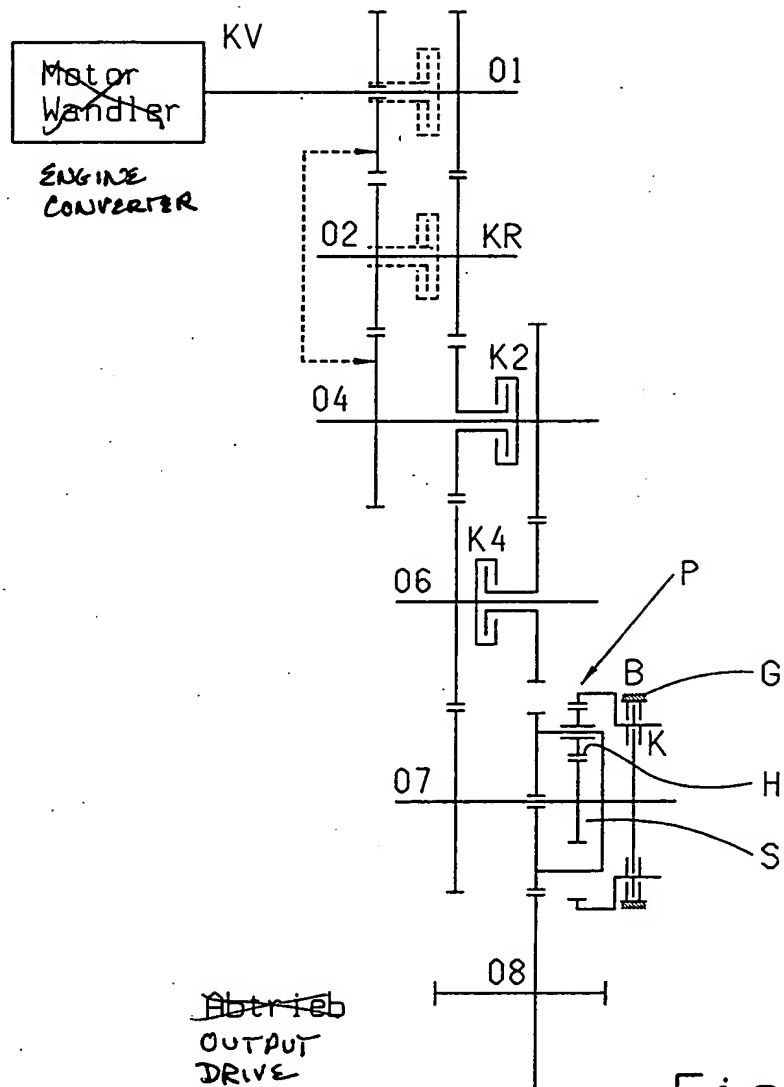


Fig. 1

~~Radnummern~~

Fig. 1

Fig. 2

~~ZF 8863 P~~

~~04-01-07~~

3/3

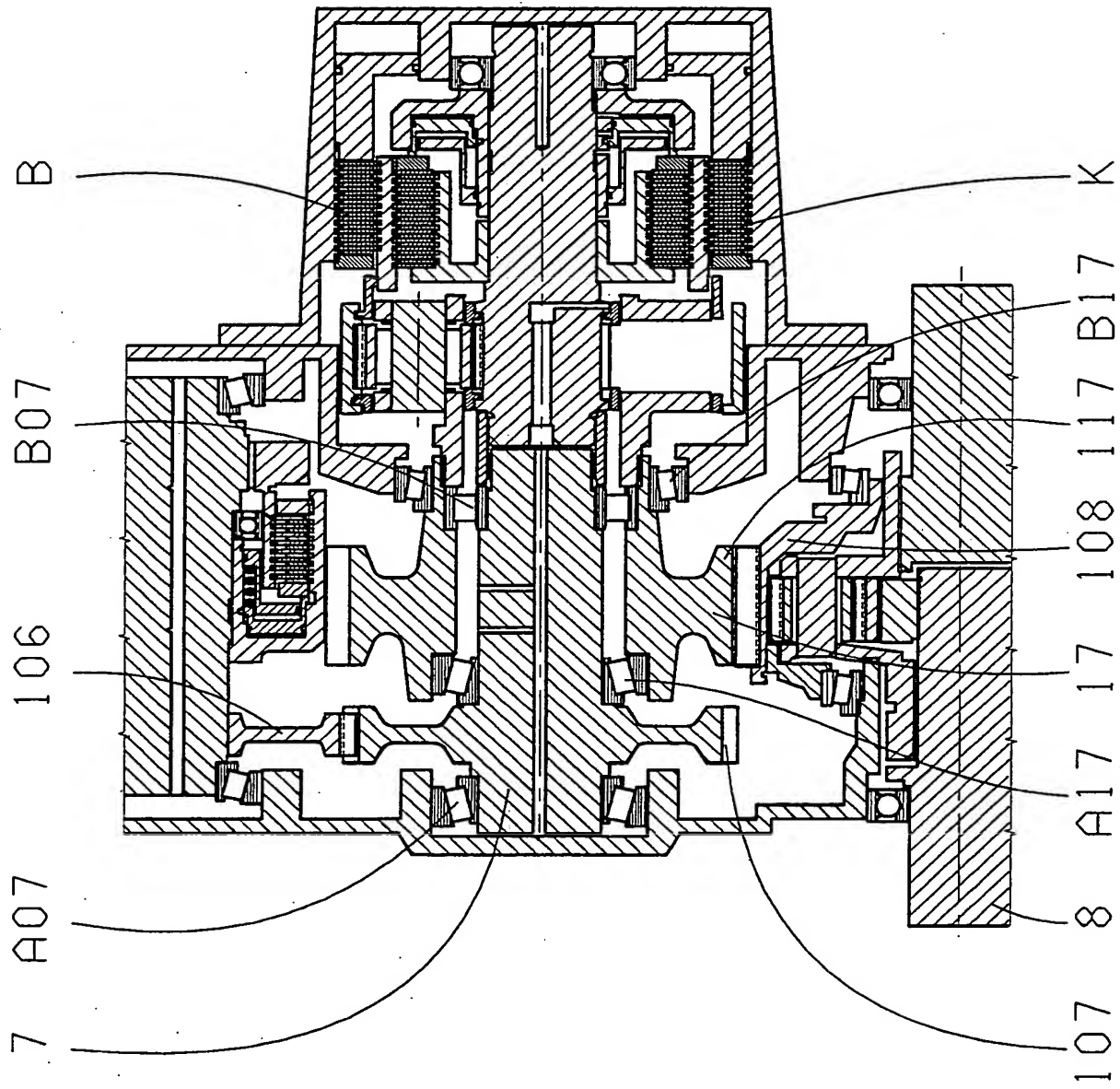


Fig. 3

[001] MULTISPEED MANUAL TRANSMISSION

[002] This application is a national stage completion of PCT/EP2004/014202 filed ⇐
December 14, 2004 which claims priority from German Application Serial ⇐
No. 10 2004 002 969.5 filed January 21, 2004. ⇐

[003] FIELD OF THE INVENTION ⇐

[004] ~~According to the preamble of claim 1, this~~ This invention relates to a ⇐
multispeed manual transmission comprising one input shaft, countershafts, gears
and/or idle gears non-rotatably connectable via shifting clutches with the
countershafts for gear or direction change being disposed upon the countershafts
and one output shaft.

[005] BACKGROUND OF THE INVENTION ⇐

[006] The transmissions that are usually employed in dumpers, loaders,
excavation loaders and lift trucks, and also used in vehicles operated on the road
such as mobile cranes. Here are involved, as a rule, powershift transmission with
front-mounted hydrodynamic torque converters where a continuous and automatic
torque increase can be obtained during an increase of the working resistance of
the motor vehicle such as a construction machine. Driving torques of the
transmission can be produced driving torques of the transmission which
correspond to about a triple value of the motor torque.

[007] The power flow in the individual gears of a transmission of the above
mentioned kind is produced by a combination of the hydraulically shiftable
clutches. The clutches must be shiftable under load for the reversal in loaders,
among others, and therefore, can absorb much energy. The design of the housing
and the arrangement of the shafts of the transmission must be adapted to the
application.

[008] Within the scope of the Applicant's EP 0 759 129 B1 is described a
multispeed reverse transmission shiftable under load having at least one input
shaft, countershafts and gears which form an input gearset and shifting clutches

situated on the countershafts with idle gears which can optionally be non-rotatably connected with one of the countershafts for gear and direction change. One fixed gear and idle gears in constant mesh therewith form the input gearset; in addition, one fixed gear situated on a countershaft and in constant mesh with two idle gears form an output gear chain; the countershafts are interconnected by fixed gears and one idle gear. Another such transmission is the object of the Applicant's EP 0 796 400 B1.

[009] The problem on which this invention is based is to outline a shiftable multispeed reverse transmission having a higher power compared to the prior art. Besides, the inventive transmission must have good efficiency and be sturdy.

[010] ~~— This problem is solved by the features of claim 1. Other developments and advantages result from the sub-claims.~~

[011] SUMMARY OF THE INVENTION

[012] Accordingly, a transmission shiftable under load is proposed which comprises one input shaft, countershafts, gears and/or idle gears non-rotatably connected with the countershafts, via shifting clutches, for gear and direction change being located on the countershafts, and one output shaft, the reduction ratio is generated by spur pinion stages and at least one shiftable planetary stage.

[013] According to the invention, depending on the clutch states, two power flows are produced which respectively meet on the same fixed gear. The planetary stage is preferably in power flow direction located between the fixed gear and the output shaft. Depending on the transmission version, the transmission can be designed as a four-gear or as an eight-gear transmission.

[014] BRIEF DESCRIPTION OF THE DRAWINGS

[015] The invention ~~is explained in detail~~ will now be described, by way of example, with reference ~~to the enclosed Figures~~ to the accompanying drawings in which ~~[[show]]~~:

[016] FIG. 1 is a diagram of an inventive transmission especially adequate for a loader;

[017] FIG. 1A is a representation of the gear numbers corresponding to the transmission of FIG. 1; ❖❖

[018] FIG. 2 is a diagram of an inventive transmission especially adequate for a dumper; ❖❖

[019] FIG. 2A is a representation of the gear numbers corresponding to the transmission of FIG. 2; and ❖❖

[020] FIG. 3 is a preferred embodiment of the bearing arrangement for the shaft having the planetary stage. ❖❖

[021] DETAILED DESCRIPTION OF THE INVENTION ❖❖

[022] The transmission shown in FIG. 1, which is especially adequate for a loader, comprises one input shaft 1 upon which is situated one powershift clutch KV (forward clutch) by way of which an idle gear 115 can be non-torsionally connected with the input shaft 1. Upon the shaft 1 is, in addition, provided with one fixed gear 116, which is in constant mesh with a fixed gear 202 of a countershaft 2. Upon the countershaft 2 is provided one powershift clutch KR (reverse clutch) which loosely non-torsionally connects an idle gear 102 with the countershaft 2. The idle gear 102 and the idle gear 115 of the input shaft are in constant mesh with a fixed gear 104 upon a countershaft 4; upon the countershaft 4 are additionally provided one idle gear 111 non-torsionally connectable with the countershaft 4 via a clutch K2 and one fixed gear 204, the idle gear 111 being in constant mesh with a fixed gear 106 located upon a countershaft 6 and the fixed gear 204 is in constant mesh with an idle gear 113 situated upon the countershaft 6. As is to be understood from FIG. 1, the idle gear 113 can be non-torsionally connected via a clutch K4 with the countershaft 6.

[023] The fixed gear 106 of the countershaft 6 is in constant mesh with a fixed gear 107 located on a countershaft 7. Upon the shaft 7 is provided one idle gear 117 which is in constant mesh with one fixed gear 108 situated on an output shaft 8. According to the invention, in power flow direction between the fixed gear 107 and the fixed gear 108 of the output shaft 8, a shiftable planetary stage P is situated, the sun gear of which is non-torsionally connected with the

countershaft 7. One brake B is provided which connects a hollow gear H with a housing G. In addition, two components of the planetary stage, preferably the sun gear with the hollow gear, are loosely interconnectable via a clutch K. If the brake B is now engaged and the clutch K open, the power is then transmitted from the fixed gear 107, via the planetary stage P to the idle gear 117. On the other hand, when the brake B is disengaged and the clutch K engaged, the power is directly transmitted from the fixed gear 107 to the idle gear 117 without any change of ratio. (The planetary stage rotates in the block operation.)

[024] This transmission has four forward and four reverse gears, two other shifting elements in two power flows being each alternatively actuated to implement the gears when the forward clutch KV is engaged for the forward gears and the reverse clutch KR for the reverse gears. The clutches KR and KV suffice to meet the reversal requirements placed on a loader, since they can be shifted under load. For the first forward gear, together with the clutch KV, the clutch K2 and the brake B are engaged, the gears 115, 104, 111, 106, 107, planetary stage, 117 and 108 transmitting the power to the output shaft. The second forward gear results by engaging the brake B and the clutch K4; the power is transmitted by the gears 115, 104, 204, 113, 106, 107, planetary stage, 117 and 108 to the output shaft. For the third forward gear, the clutches K2 and K are engaged, the gears 115, 104, 111, 106, 107, 117 and 108 transmitting the power to the output shaft 8. To engage the fourth forward gear, the clutches K4 and K are engaged so that the power is transmitted via the gears 115, 104, 204, 113, 106, 107, 117 and 108 to the output shaft 8.

[025] For the reverse gears, the clutch KR is engaged. The first reverse gear results here by engaging the clutch K2 and of the brake B; the power is transmitted from the input shaft 1 via the gears 116, 202, 102, 104, 111, 106, 107, planetary stage, 117 and 108 to the output shaft 8. The second reverse gear results by engaging the clutch K4 and of the brake B, the power being transmitted via the gears 116, 202, 102, 104, 204, 113, 106, 107, planetary stage, 117 and 108 to the output shaft 8. According to the invention, the third reverse gear is engaged by engaging the clutches K2 and K, the power being transmitted via the

gears 116, 202, 102, 104, 111, 106, 107, 117 and 108 to the output shaft 8. Finally, for the fourth reverse gear, the clutches K4 and K are engaged; the gears 116, 202, 102, 104, 204, 113, 106, 107, 117 and 108 transmitting the power to the output shaft 8.

[026] According to the invention, therefore, depending on the clutch states two power flows can be produced which meet on the same fixed gear 107, the fixed gear not being situated upon the output shaft 8.

[027] By substituting for the clutches KV and KR through input shaft 1, two synchronizer units or dog clutches SV and SR and adding two other countershafts 3 and 5 with corresponding gears and clutches, an eight gear transmission advantageously results which is especially adequate for dumpers.

[028] One such transmission is the object of FIG. 2. The eight-gear transmission accordingly differs from the transmission shown in FIG. 1 by the fact that upon the countershaft 2, no shifting element is situated and that upon the input shaft, instead of the clutch KV, two synchronizer units or dog clutches SV and SR are placed (respectively for the forward and reverse gears, it being possible to shift when the vehicle is stopped). The synchronizer units or dogs can be designed as double or single synchronizer units or also as dog clutches. Further provided is one other countershaft 3 which has two fixed gears 103 and 203 and one idle gear 110 non-torsionally connectable with the countershaft 3 via a clutch K1 provided on the countershaft 3, the fixed gear 103 being in constant mesh with the idle gear 115 of the input shaft 1.

[029] One other countershaft 5 is, in addition, provided having one fixed gear 105 which is in constant mesh with the idle gear 110 of the countershaft 3 and one idle gear 112 non-torsionally connectable with the countershaft 5 via a clutch K3 provided on the countershaft 5. The idle gear 112 is here in constant mesh with the fixed gear 203 of the countershaft 3; the fixed gear 105 is in constant mesh with the fixed gear 107 disposed on the countershaft 7.

[030] To implement the eighth forward and eighth reverse gears, when the clutches SV and SR, respectively, for the forward and reverse gears are engaged, each two other shifting elements are alternatively actuated in two power flows.

The first gear of the transmission, according to FIG. 1, corresponds here to the second gear, the second gear of the transmission to FIG. 1 to the fourth gear, the third gear of the transmission, according to FIG. 1, to the sixth gear and the fourth gear of the transmission, according to FIG. 1, to the eighth gear.

[031] Accordingly, the first forward gear results by engaging the SV, of the clutch K1 and of the brake B; the power is transmitted by the gears 115, 103, 110, 105, 107, planetary stage, 117 and 108. For the second forward gear, the clutch K2 of the brake B are engaged, the gears 115, 104, 111, 106, 107, planetary stage, 117 and 108 transmitting the power to the output shaft. In the third forward gear, the clutch K3 and the brake B are engaged and the power is transmitted by the gears 115, 103, 203, 112, 105, 107, planetary stage, 117 and 108. The fourth forward gear results by engaging the brake B and of the clutch K4; the power is transmitted by the gears 115, 103, 203, 112, 105, 107, planetary stage, 117 and 108 to the output shaft. In the fifth gear, the clutches K1 and K are engaged, the power being transmitted by the gears 115, 103, 110, 105, 107, 117 and 108 to the output shaft 8. According to FIG. 2, for the sixth forward gear the clutches K2 and K are engaged, the gears 115, 104, 111, 106, 107, 117 and 108 transmitting the power to the output shaft 8. In addition, the seventh forward gear results by engaging the clutches K3 and K; the power is transmitted by the gears 115, 103, 203, 112, 105, 107, 117 and 108. To engage the eighth forward gear, the clutches K4 and K are engaged so that the power is transmitted via the gears 115, 104, 204, 113, 106, 107, 117 and 108 to the output shaft 8.

[032] The first reverse gear results by engaging the synchronizer unit of the clutch K1 and of the brake B; the power is here transmitted by the gears 116, 202, 102, 104, 115, 103, 110, 105, 107, planetary stage, 117 and 108 to the output shaft 7. The second reverse gear is engaged by engaging the clutch K2 and the brake B; the power is transmitted from the input shaft 1 via the gears 116, 202, 102, 103, 111, 106, 107, planetary stage, 117 and 118 to the output shaft 8. In the third reverse gear, the clutch K3 and the brake B are engaged so that the power is transmitted via the gears 116, 202, 102, 104, 115, 103, 203, 112, 105, 107, planetary stage, 117, 108. The fourth reverse gear results by engaging the

clutch K4 and the brake B, the power being transmitted via the gears 116, 202, 102, 104, 204, 113, 106, 107, planetary stage, 117 and 108 to the output shaft 8.

[033] In addition, the fifth reverse gear results by engaging the clutches K1 and K, the power being transmitted by the gears 116, 202, 102, 104, 115, 103, 110, 105, 107, 117 and 108. According to the invention, the sixth reverse gear is engaged by engaging the clutches K2 and K, the power being transmitted via the gears 116, 202, 102, 104, 111, 106, 107, 117 and 108 to the output shaft 8. In the seventh gear, the clutches K3 and K are engaged the power being transmitted by the gears 116, 202, 102, 104, 115, 103, 203, 112, 105, 107, 117 and 108. Finally, the clutches K4 and K are engaged for the eighth reverse gear; the gears 116, 202, 102, 104, 204, 113, 106, 107, 117 and 108 here transmit the power to the output shaft 8.

[034] The ratio of the planetary stage is preferably selected so that in the shaft 4-5 in the eighth gear or 2-3 in the fourth gear for the transmission, according to FIG. 1, a uniform ratio range is achieved. One clutch takes part in each open flow up to the fixed gear 7.

[035] In FIG. 3, a specially advantageous bearing arrangement for the countershaft 7 is shown. In the prior art, for the countershaft 7 having the planetary stage P, a costly support is needed in which, on four bearing points, housing walls are concentrated on the bearings so as to transmit the forces. The bearings are inventively arranged so that one bearing point can be eliminated in the housing.

[036] The countershaft 7 is deposited in the transmission housing with a bearing A07 and in a hollow shaft 17 with a bearing B07. Radial forces are transmitted, on one hand, from the bearing A07 directly to the housing and, on the other hand, from bearing B07, via a bearing B17, to the housing. From the Figure is to be understood that the hollow shaft 17 is deposited with a bearing A17 on the countershaft 7 and with the bearing B17 in the housing. The radial forces of the bearing A17 are proportionately transmitted from the bearings A07 and B07 via bearing B17 to the housing; radial forces of the bearing B17 are directly supported in the housing.

- [037] In addition, axial forces are transmitted from the shaft 7, via the bearing A17, to the hollow shaft 17 and from hollow shaft 17, via the bearing A07, to the countershaft 7. The axial forces can thus be always assisted in the housing by the bearings A07 and B17. By virtue of the arrangement of the bearing B07 in the active line of the bearing B17, no added tilting forces act upon the bearing system.
- [038] In the inventive embodiment, the output stage can be designed with a longitudinal differential (also disengageable).
- [039] The inventive idea makes available for dumpers or loaders transmission having good efficiency and able to transmit high powers. By the construction of the transmission, a great equality of parts can be obtained; most parts needed, except the powershift clutches KV and KR, can have the same construction.
- [040] Any structural design, especially any spatial arrangement of the countershafts, of the gears, of the planetary stage and of the shifting elements per se or relative to each other and insofar as technologically significant obviously fall also under the scope of protection of the instant claims without affecting the operation of the transmission such as outlined in the claims even if the designs have not been explicitly shown in the Figures or the description.

Reference numerals

1 input shaft	117 idle gear
2 countershaft	202 fixed gear
3 countershaft	203 fixed gear
4 countershaft	204 fixed gear
5 countershaft	KV forward clutch
6 countershaft	KR reverse clutch
7 countershaft	K1 clutch
8 output shaft	K2 clutch
17 shaft	K3 clutch
102 fixed gear or idle gear RL	K5 clutch
103 fixed gear	K clutch
104 fixed gear	B brake
105 fixed gear	G housing
106 fixed gear	P planetary stage
107 fixed gear	S sun gear
108 fixed gear	H hollow gear
110 idle gear	SR synchronizer unit or dog clutch
111 idle gear	SV synchronizer unit or dog clutch
112 idle gear	A07 bearing
113 idle gear	A17 bearing
115 idle gear	B07 bearing
116 idle gear or fixed gear RL	B17 bearing